

GOOD WORK OF FARMERS HINDERED BY BAD ROADS

After They Raise Great Crops, Frequently Unable to Get Stuff From the Land Into Cars.

HOW TO GET ROAD MATERIALS

Assistance of State Highway Department Should Be Sought—Resourcefulness and Initiative Greatly Needed Now in Work.

WASHINGTON, July 14.—Before a year has passed nearly 1,000,000 men now engaged in productive occupations will be called to the colors in the war for humanity and democracy. About a fourth of this number will probably be drawn from agricultural pursuits, cattle raising and the like. This will put a strain on our farmers, who have been urged to devote everything in their power to make their lands yield their maximum possible return. Farmers have responded nobly to the nation's call for all the food they can produce. But of what use is it to produce food supplies if they cannot be delivered to market? Corn that stays in the farmers' cribs, as it was held for months during last winter in many parts of the corn belt, does nobody any good. Wheat that stays on the farms of Kansas as it stayed last winter helps only the rats. What is the use of the railroads cutting down the country if the feeders of the railroads, our public roads to shipping points, are neglected so that the good work of the farmers is hindered by the little avail by inability to get the stuff from the land into the cars? There are a few hysterical persons in office who seem to think that good roads are a luxury because their grandfathers did not have them. They forget that their grandfathers did not have to feed 100,000,000 of hungry mouths, not to mention a lot of hungry ones among the 15,000,000 people of Great Britain and Ireland and the 40,000,000 of France. All grandfathers had to do was to supply food for 23,000,000 people. The ways are edifying to read about, but worthless to copy now. Why hamper the farmer who is working from dawn to dusk to help win the war by making him try to haul our food supplies over roads that grandfathers knew very well were wretched?

HOW TO OBTAIN ROAD MATERIALS

There are many roads of general importance to the public which are greatly in need of reconstruction or repair to make them serviceable as arteries for the delivery of farm products to market. The railroads are so congested that they cannot haul these products except by using cars needed for long-haul business. The improvement of these roads was planned last year, but the work is delayed by the inability of railways to deliver materials. It is reasonable to expect, however, that where such an improvement will be of general benefit to a large population and relieve the strain on the railways, the latter will find some way to transport the materials. To bring this about in any given case, the assistance of the State highway department should be sought. The department should be furnished the definite statement of the importance of the territory served by the road, the reasons for its improvement being imperative now, the amounts of materials needed, and a definite assurance that the cars in which the materials are delivered will be unloaded promptly upon their arrival. If such an application is approved by the State highway department, the latter can send it to the

commission on car-service of the railroad committee of the Council of National Defense at Washington, and relief will be granted, if possible, although it is probable that a petition by local road authorities without the backing of the State highway department would not have nearly so much influence.

WORK IS COMPLETED BEFORE PLANS ARE READY

The Secretary of War has recently let a contract for the construction of a military city near Louisville to Major Hanger, one of the oldest general contracting organizations in the country. Years ago, before the Civil War, there was a bad washout of a bridge on a railroad in that part of the country. The president of the road sent for the founder of that contracting firm and told him to repair the bridge as rapidly as possible, to go ahead with what work could be done without on many to come around in a week for the plans. The contractor reported at the president's office at the end of the week, and was handed the plans, which he handed back, with the simple statement that he had rebuilt the bridge while the plans were being drawn. This is mentioned here because the resourcefulness and initiative of that noted contractor of an earlier day are much needed now. We have been steadily improving our methods of road building, but improvement in such work means progress from simple things toward those more complex. We have become accustomed to rely on certain people for some supplies, on others for certain classes of service, on others for other things, until quite a complicated relationship has been planned without our being quite aware of it, until shortage of cars and shortage of labor combine to show that roadbuilding work of the farm conditions over which we do not have the control we have all along thought was ours. But just because our habits must be changed is no reason for giving up. Just because we cannot get supplies for everything we have planned is no reason for abandoning everything. We will find in many cases that if we ascertain just what must be done to keep our roads already built in fair condition and to improve those which must be improved to meet pressing needs, and then study all the possible ways of doing this work, that roadbuilding need not be hindered. It will not be practicable to do some of the work in the way that is best when conditions are normal; the problem is that which faced the old Kentucky contractor, to do the work in the best way when conditions are abnormal. No roads can be built by protracted delays to discuss car shortage, useful as these discussions may be. The only way to do things now is to utilize what can be obtained so as to make it serve the taxpayers to the utmost extent. This will be done, of course, and the desirable thing is to begin right now.

A CONCISE ARGUMENT FOR CONTINUED ROADBUILDING

A large number of persons engaged in many professions and callings recently met at Columbus under the auspices of the Ohio Good Roads Federation, and after a discussion of business conditions in both city and country, adopted the following concise statement of reasons for continuing road work:

"Resolved, first, that the efficiency of our industrial, commercial and agricultural activities should not be lessened or handicapped by war hysteria. Second, that our financial resources are in a healthy condition, no stringency in the money market exists, there is ample employment at good wages for all labor, that the agricultural districts promise an unusual acreage and harvest yield, that every pound of meat and bushel of grain the farm produces can be sold at profit prices, and that none of the factors that

usually contribute to business depression now exists.

"Third, that any policy of government that retards any useful activity will correspondingly harm other industries.

"Fourth, that one great economic need of the farm and farmer is improved highways that will assist in transporting products of farm, field and garden to the market.

"Fifth, that freight congestion in great centers of traffic creates imperative need for good highways to supplement railroads in transporting the products of the industrial and commercial world.

"Sixth, that the war in Europe has already demonstrated that good roads are powerful adjuncts in national defense in the movement of armies, war munitions and all military supplies.

"Seventh, that good roads are important factors in rural welfare, contentment and vitalizing of rural America; therefore, be it

"Resolved, that this conference urge the national and State administrations, State highway department, county commissioners, county surveyors, township trustees and municipal councils to adopt and go forward with a vigorous, progressive road building program. We commend all county commissioners and road builders who have gone forward in road building and are doing their utmost to place Ohio in the lead in the improvement of highways."

FAST TASK TO BUILD GREAT CANTONMENTS FOR NEW DRAFT ARMY

(Continued from First Page.)

with companies, regiments with regiments, divisions with divisions. Women will be asked to run canteen for soldiers outside the camp, where food and tobacco may be purchased at cost, and where an opportunity will be afforded for meeting and talking with women. In Toronto the "Take the soldier home for dinner" movement was organized, and through this agency a number of men found homes which they could visit whenever they were on leave in the city.

Of even more importance than the morals of the camp, however, is food. To feed the soldiers alone there will be required yearly more than 2,000,000 bushels of wheat, more than \$4,000,000 pounds of fresh beef, and 42,000,000 pounds of fresh pork. The milk needed will total more than 10,500,000 gallons, while 2,500,000 bushels of white potatoes, 325,000 bushels of onions, and almost 300,000,000 pounds of other vegetables will be required.

To feed the immense supplies do not take into consideration the 100,000 horses and mules which will be employed on the cantonments. They will need 2,400,000 pounds of grain and hay daily. Figuring a cantonment only on a basis of a little less than an army division, which has a trifle less than 25,000 men, it has been estimated just what will be required for each cantonment. The figures mentioned are below what will be actually needed, as it has been definitely decided that every cantonment will house 40,000 men, of which a small proportion will be civilian employees.

ENORMOUS SUPPLIES TO FEED THESE MEN

These estimates give an allowance of four and a half bushels of wheat and one and a half bushels of corn per year to every man, in addition to the daily rations of one-half pound of beef, one and one-fourth ounces of butter and two and a half pounds of vegetables. To feed an entire division, it is estimated that there will be needed 125,

250 bushels of wheat, 42,750 bushels of corn, 140,000 bushels of potatoes, 17,500,000 bushels of fresh vegetables, 5,000,000 pounds of fresh beef, 2,500,000 pounds of pork, 2,500,000 pounds of mutton, 650,000 gallons of fresh milk, \$22,000 pounds of butter, 55,000 dozens of eggs, 92,000 pounds of chicken. With average yields, it will take the crop from 11,000 acres of wheat, 1,000 acres of corn, 37,000 acres of oats, 10,000 acres of hay, 2,000 acres of Irish potatoes, 140 acres of onions, and probably 1,000 acres of green truck, such as spinach, turnips, mustard, cabbage, and like crops. It will require 10,000 fat cattle weighing over 1,000 pounds each, 17,000 fat hogs and 50,000 fat young sheep and goats. It will take 5,000 cows to supply the butter, 1,700 cows to produce the fresh milk, 7,000 hens will be needed to lay the eggs, 25,000 chickens to supply the meat needed for hospital extras.

It will take from 1,000 to 1,500 men and as many mules to raise the field and garden crops consumed directly by the soldiers. It will take 620,000 bushels of grain to feed and fatten the

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cattle, hogs and sheep, besides pasture and cotton seed meal. It will take 1,130,000 pounds of grain to feed the hens and raise and fatten the chickens. To raise the grain for the live stock and the poultry and to care for the animals and to market will require the labor of 1,200 to 1,500 men. It will take 15,000 tons of silage to fatten the cattle, sheep and goats, and 27,000 tons to feed the cows that furnish the milk and butter—a total of 42,000 tons. The men and animals in the cantonment must be supplied every day in the year. Every week throughout the year more than 2,500 bushels of Irish potatoes, 600 bushels of onions, and 327,000 pounds of other green vegetables will be consumed.

Every Monday there will be needed for the next seven days 100,000 pounds

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of fresh beef, 50,000 pounds of fresh pork, 50,000 pounds of mutton or goat meat, over 15,000 pounds of butter, nearly 1,200 dozen eggs, and about 1,800 pounds of dressed chicken. Every day there must be delivered 1,750 gallons of milk.

Thousands of men are now working on the camps. Maryland National Guardsmen have been busy at the Yaphank cantonment site for several weeks and equal progress has been made elsewhere. Out at the Presidio, in California, they have just established a working record of 210 buildings in eighteen days. The average speed of construction was one building every forty-two minutes, a record eclipsed during the second week, when fifteen buildings a working day were put up, a new one in every thirty-three minutes.

With such endeavors as these becoming facts and not hopes, army officials are breathing a trifle more easily than they were a month ago, when construction, sanitation and operation of the camps seemed in a cloud of official muddling.

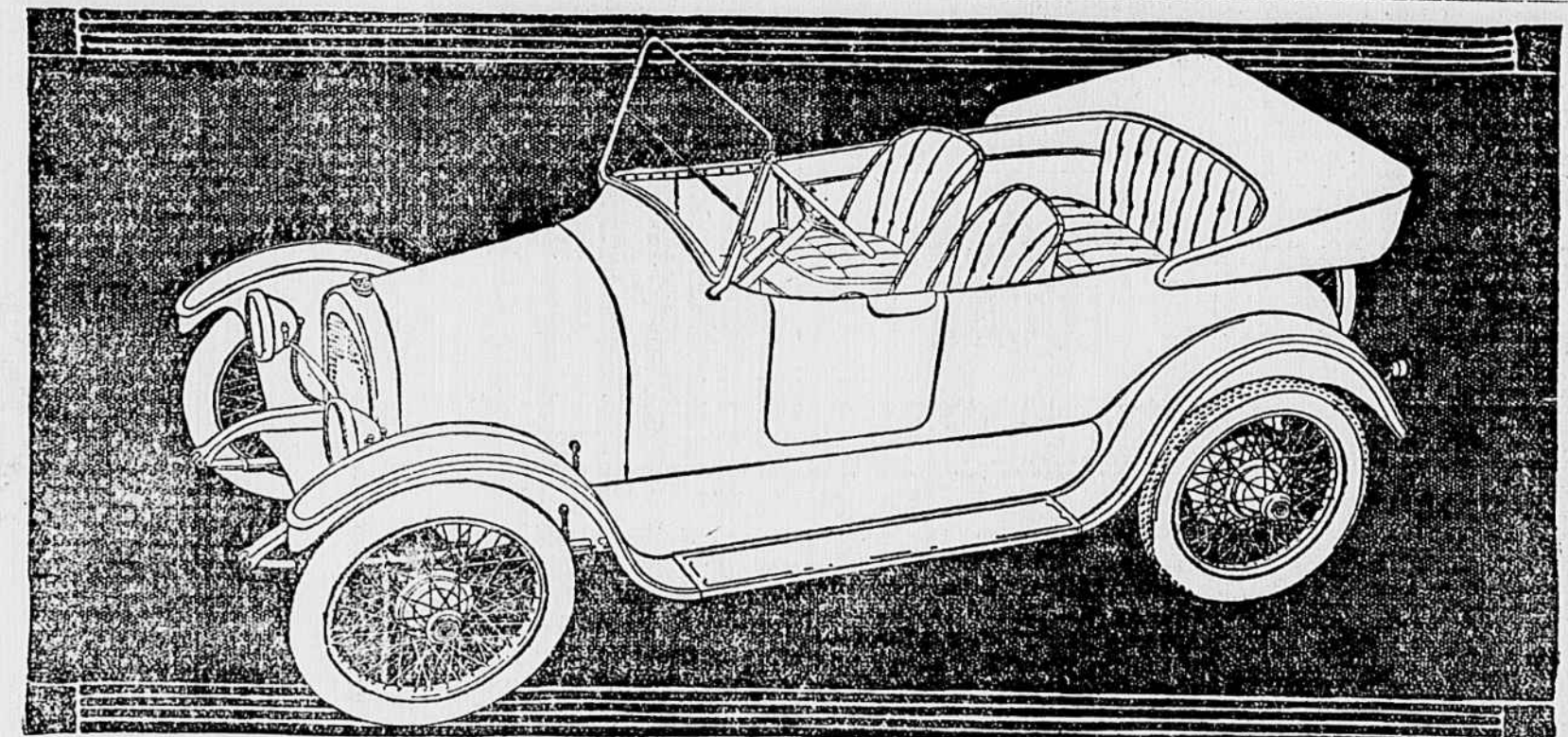


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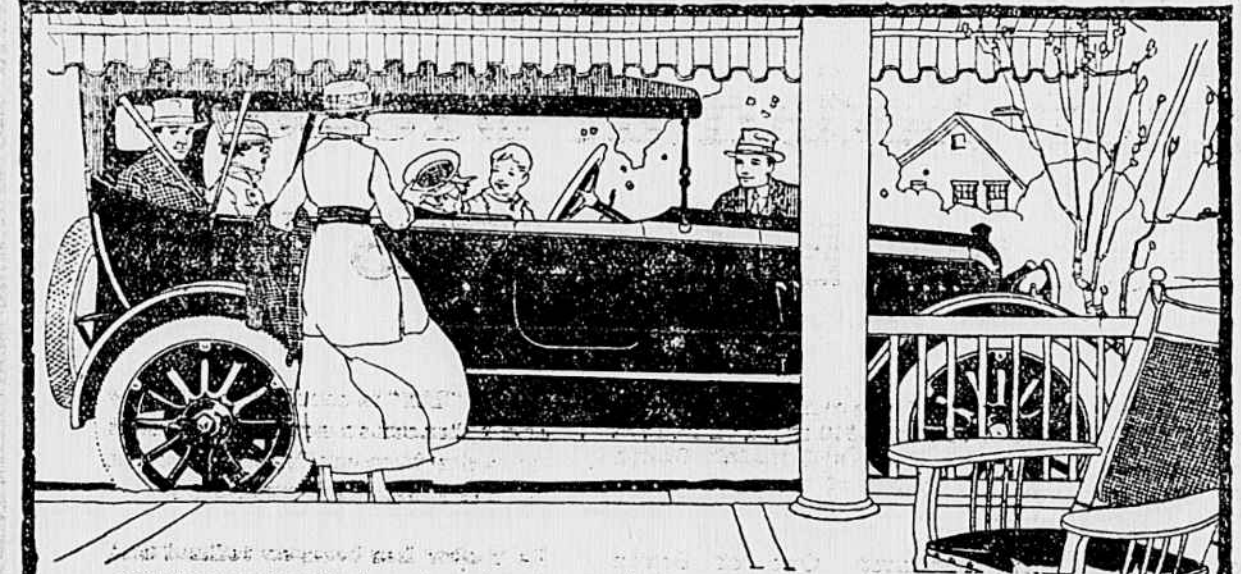
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